



# 9<sup>th</sup> DISTRICT LOCAL NOTICE TO MARINERS

## 54/04 WEEKLY EDITION 2004

28 December 2004

Issued by: Commander (oan)  
Ninth Coast Guard District  
1240 East Ninth Street,  
Cleveland, OH 44199-2060  
Telephone: (216) 902-6069

Numbers within brackets [ / ] refer to the LNM where information was first printed. Direct questions about this LNM to the above address. The Weekly Supplemental editions of the Local Notice to Mariners contain only information subsequent to the issue date of the Monthly edition. To ensure having complete information concerning the waterways within the Ninth Coast Guard District, consult Monthly Edition 51/04.

\*District Nine Internet Address\* <http://www.uscg.mil/d9/uscgd9.html>  
\*\* NIS watchstander, 24 hours a day at (703) 313-5900 \*\* \*Internet Address\*\* <http://www.navcen.uscg.gov/>  
Light List Reference: Commandant Publication P16502.7, VOL VII, 2004 Edition / Coast Pilot Reference: 2004 U.S. Coast Pilot 6 Great Lakes 34th Edition  
Coast Pilot Corrections Reference download web page: <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm>  
The Local Notice to Mariners is available on the Internet at <http://www.navcen.uscg.gov/lnm/d9/default.htm>. You will also have links to other government agencies' web pages including the US Army Corps of Engineers and the National Ocean Service.

### REPORT DISCREPANCIES IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

The Ninth District and all Group offices for their areas of responsibility issue a **BROADCAST NOTICE TO MARINERS**.

The following *Broadcast Notice to Mariners* have been incorporated into this week's Local Notice to Mariners:

|                            |         |         |         |                                  |         |         |         |
|----------------------------|---------|---------|---------|----------------------------------|---------|---------|---------|
| <b>Group Buffalo, NY</b>   | B168-04 | through | B170-04 | <b>Ninth District</b>            | C084-04 | through | C085-04 |
| <b>Group Detroit, MI</b>   | D241-04 | through | D250-04 | <b>Group Grand Haven, MI</b>     | G131-04 | through | G132-04 |
| <b>Group Milwaukee, WI</b> | M317-04 | through | M319-04 | <b>Group Sault Ste Marie, MI</b> | S226-04 | through | S231-04 |

## I. SPECIAL NOTICES

### U.S. COAST PILOT 6 – 2004 (34<sup>th</sup>) Edition – Change No. 21

Changes No. 21 to the U.S. Coast Pilot 6, Great Lakes 2004 34<sup>th</sup> Edition can be found in Enclosure (1) or at: <http://nauticalcharts.noaa.gov/nsd/cpdownload.htm> [54/04]

### GREAT LAKES REGION, Bridge Violations, Monetary Increase to Civil Penalty Amounts

The September 24, 2004 edition of the Federal Register (69 FR 57336) published an increase to Civil Penalties that may be assessed by the U.S. Coast Guard for violations of bridge regulations and statutes. On August 9, 2004, President Bush signed the Coast Guard and Maritime Transportation Act of 2004, which in part increased the maximum amount that the Coast Guard can levy for violations from \$1100 to \$5000 until the end of 2004. Thereafter, the Act then raises the amount by \$5000 increments at the start of each calendar year until 2008 when the maximum amount allowed per violation per day will be \$25,000. Thus the penalty is \$5000 for a violation occurring in 2004; \$10,000 for a violation occurring in 2005; \$15,000 for a violation occurring in 2006; \$20,000 for a violation occurring in 2007; and \$25,000 for a violation occurring in 2008 and every year after that. [47/04]

### LORAN-C OPERATIONS, LORSTA DANA (RATE 8970-M/9960-Z)

This is a proposal to authorize LORSTA DANA, Indiana (RATE 8970-M/9960-Z) unusable time from 1400 GMT to 2200 GMT 20 January 2005. The Alternate time will be from 1400 GMT to 2200 GMT 21 January 2005. Objections will be considered until 1800 GMT 14 January 2005. Users shall address inquiries to the North Eastern U.S. Loran –C Chain Operations Control Officer (LT Luci Bookhammer) at 703-313-5887. Current Loran-C status is available 24 hrs/day through internet address: <http://www.navcen.uscg.gov> [53/04]

### LAKE ONTARIO – Henderson Bay – Dock Adrift – Chart 14811

A 100-foot section of floating dock, light blue in color and unlit, has been reported adrift in Henderson Bay near Association Island. Any vessel sighting the floating dock should provide an updated position to the nearest coast guard station. [54/04]

### LAKE ERIE - Fairport Harbor – Shoaling – Chart 14837

Shoaling has been reported in the vicinity of the Western Approach to the Fairport Harbor Breakwaters. In posit 41-46.248N, 081-16.824W, depth was reported to be 18ft. All mariners are urged to use caution while transiting the area. [43/04]

### LAKE HURON – Saginaw Bay – ATON Offstation – Chart 14867

All aids to navigation marking the main shipping channel in Saginaw bay leading into the Saginaw river should be considered off station. All mariners are advised to use caution while transiting the area. [53/04]

### GREEN BAY, MI – Menominee River – Uncharted Shoal – Chart 14917

The Coast Guard advises all vessels transiting to Marinette/Menominee that an uncharted shoal has developed at the entrance to the Menominee River just south of the red Menominee Entrance Buoy 2 and extending south westerly to the channel's centerline. On December 2, 2004, unofficial soundings measured the depth above the shoal at 21.7 feet in approximate position 45 06.001' N, 087 34.613' W. Depths of 20-23 feet were also found in the channel extending eastward from the Ogden Street Bridge. Mariners are reminded that the charted depth of the channel as shown on NOAA chart 14917 is 20.0 feet and any attempts to enter the channel at a greater draft are not prudent. Questions can be directed to MSO Milwaukee at 414-747-7155 or, after hours, 414-747-7182. [51/04]

### LAKE MICHIGAN – Michigan City Harbor, IN – Shoaling – Chart 14905 and 14926

Shoaling has been reported in the mouth of trail creek, Michigan City, IN [53/04]

**LAKE MICHIGAN – Holland Channel, Holland, MI – Shoaling – Chart 14906 and 14932**

The Coast Guard has a report of significant shoaling inside the Holland channel. The Depth of water has been reported to be 14 to 15 feet just inside the breakwall. The Army Corps of Engineers will conduct soundings after the holidays. All vessels should transit the area with caution. [53/04]

**ST. MARYS RIVER – Munuscong Lake to Sault Ste Marie – 14883,14884**

The US Army Corps of Engineers have located shoaling in the vicinity of the Bayfield Dike Light. Shoals as much as 1.5 ft above the project depth of 28 ft have been observed. The shoaling area is located approximately 850 feet west of the Bayfield Dike Light, 500 feet long and 40 feet towards the channel. Mariners are advised to use caution when transiting this area. [34/04]

**ST. MARYS RIVER, MI – Drummond Island – Fallen Crane – Chart 14882**

The Coast Guard has reported a fallen crane located southeast of the opening to the St. Marys River at position 45°55'09.72"N, 083°49'31.74"W. All Mariners are advised to use caution while transiting the area. [49/04]

**ST. MARYS RIVER – St. Marys Falls Canal, MI – Chart 14884**

The MacArthur and Poe Locks will remain operational on a 24-hour basis through 15 January 2005 or until commercial traffic ceases, whichever occurs first. Operators of vessels that will be transiting the locks during the January lock operational period will keep the Engineer-in-Charge advised of their schedules. All inquiries should be addressed to CELRE-OT-T and should refer to Notice to Navigation Interests No. L04-81. Internet address: <http://www.lre.usace.army.mil> Go to: Detroit Home Page, Who We Are, Operations Home Page. [53/04]

**ST. MARYS RIVER – West and Middle Neebish Channels – Chart 14883**

To keep adjacent ice fields intact, mariners transiting the St. Marys River are asked to Monitor the wake and displacement of their vessels to prevent incidental icebreaking. This is especially true in the vicinity of the Ferries, West and Middle Neebish Channels. [53/04]

**II. DISCREPANCIES IN AIDS TO NAVIGATION as of 1000 December 28, 2004**

This section lists all changes to discrepancies. The following abbreviations are used:

|        |                               |        |                                |          |                                   |
|--------|-------------------------------|--------|--------------------------------|----------|-----------------------------------|
| B      | Buoy                          | BKW    | Breakwater                     | (C)      | Canadian Aid                      |
| CHL    | Channel                       | DAM    | Damaged                        | DAYBD    | Dayboard                          |
| DBN    | Daybeacon                     | DECOM  | Decommissioned                 | DISCON   | Discontinued                      |
| ENT    | Entrance                      | ESTB   | Established                    | EXT      | Extinguished                      |
| F/S    | Fog Signal                    | HBR    | Harbor                         | IMCH     | Improper Characteristic           |
| INOP   | Inoperative                   | JCT    | Junction                       | LB       | Lighted Buoy                      |
| LBB    | Lighted Bell Buoy             | LGB    | Lighted Gong Buoy              | LHB      | Lighted Horn Buoy                 |
| LIB    | Lighted Ice Buoy              | LT     | Light                          | LWP      | Left Watching Properly            |
| OBST   | Obstruction                   | OFFSTA | Off Station                    | MSLDG    | Misleading                        |
| (P)    | Private Aid                   | PARSUB | Partially Submerged            | PAROBSC  | Partially Obscured                |
| PHD    | Pierhead                      | RBN    | Radiobeacon                    | RAC      | Racon                             |
| DIM    | Reduced Intensity             | RELDRG | Relocated for dredging         | RELSHL   | Relocated for Shoaling            |
| RELCON | Relocated for Construction    | RF     | Range Front                    | RPTD     | Reported                          |
| RR     | Range Rear                    | (SLS)  | St. Lawrence Seaway Devel Corp | SND CONT | Sounding Continuously             |
| TRUB   | Temporarily Replaced With A B | TRLB   | Temporarily Replaced With A LB | TRLT     | Temporarily Replaced With A Light |
| W/M    | Winter Mark                   |        |                                |          |                                   |

**A. RECENT DISCREPANCIES**

| LLNR  | Name of aid                        | Status  | Charts Affected | BNM Ref. | LNMR Ref. |
|-------|------------------------------------|---------|-----------------|----------|-----------|
| 2075  | OSWEGO HBR E BRKWTR LT             | DAM     | 14813           | B165-04  | 52/04     |
| 3450  | DUNKIRK HBR B 9                    | OFFSTA  | 14823           | B089-04  | 15/04     |
| 4120  | E BASIN CH RED N B 8               | PARSUB  | 14839           | D237-04  | 53/04     |
| 6050  | MAUMEE BAY ENT LT 2                | LT EXT  | 14847           | D233-04  | 50/04     |
| 6145  | MAUMEE BAY B 19                    | OFFSTA  | 14847           | D239-04  | 53/04     |
| 8420  | LK ST CLAIR LB 2                   | PARSUB  | 14850           | D244-04  | 54/04     |
| 8475  | LK ST CLAIR LB 13                  | LT EXT  | 14850           | D236-04  | 52/04     |
| 11870 | CHEBOYGAN RVR DBN 18               | MISSING | 14886           | S217-04  | 51/04     |
| 12205 | MARTIN REEF LT                     | LT EXT  | 14881           | S231-04  | 54/04     |
| 12580 | ROUND ISLAND PASSAGE LT            | LT EXT  | 14881           | S230-04  | 54/04     |
| 18720 | MUSKEGON N BRKWTR LT               | LT DIM  | 14934           | G132-04  | 54/04     |
| 20805 | GENERATING STA S INT CRIB LT 6 (P) | LT EXT  | 14903           | M316-04  | 53/04     |

**B. DISCREPANCIES CORRECTED**

| LLNR  | Name of aid          | Status  | Charts Affected | BNM Ref. | LNMR Ref. |
|-------|----------------------|---------|-----------------|----------|-----------|
| 7745  | FIGHTING ISL CH B 88 | MISSING | 14848           | D240-04  | 53/04     |
| 13495 | W NEEBISH CH B 51    | OFFSTA  | 14883           | S226-04  | 53/04     |
| 13975 | LK NICOLET B 84      | OFFSTA  | 14883           | S227-04  | 53/04     |
| 13995 | LK NICOLET B 86      | OFFSTA  | 14883           | S225-04  | 53/04     |
| 21610 | MINNEAPOLIS SHL LT   | LT EXT  | 14908           | M312-04  | 52/04     |

### III. TEMPORARY CHANGES IN AIDS TO NAVIGATION as of 1000 December 28, 2004

#### A. TEMPORARY CHANGES

| LLNR  | Name of aid                        | Status                        | Charts Affected | BNM Ref. | LNMR Ref. |
|-------|------------------------------------|-------------------------------|-----------------|----------|-----------|
| 4350  | LORAIN HBR LT 6                    | TEMP RELCON                   | 14841           |          | 35/03     |
| 6450  | LUNA PIER MARINA BKW LT 1 (P)      | TEMP DISCON                   | 14846           | D224-01  | 23/01     |
| 6455  | LUNA PIER MARINA BKW LT 2 (P)      | TEMP DISCON                   | 14846           | D224-01  | 23/01     |
| 14540 | LITTLE LAKE HBR LT 2               | TEMP DISCON                   | 14962           | S046-03  | 06/03     |
| 19002 | GRAND RIVER B 3B                   | TEMP ESTB                     | 14933           |          | 26/04     |
| 21305 | PLUM ISL FR LT                     | TEMP LT DIM/CHAR CHNG TO Q FL | 14909           | M231-04  | 33/04     |
| 21310 | PLUM ISL RR LT                     | TEMP LT DIM/CHAR CHNG FL 4s   | 14909           | M230-04  | 33/04     |
| 21591 | LITTLE FISHDAM RIVER ACCESS LT (P) | TEMP DISCON                   | 14908           | M050-01  | 09/02     |

#### B. RECENT TEMPORARY CHANGES CORRECTIONS

| LLNR  | Name of aid | Status | Charts Affected | BNM Ref. | LNMR Ref. |
|-------|-------------|--------|-----------------|----------|-----------|
| NONE. |             |        |                 |          |           |

### IV. CHART CORRECTIONS

Corrective action affecting charts is contained in this section. Chart corrections are listed numerically by chart number. The correction listed pertains to that chart only. It is up to the mariner to decide what charts are to be corrected. The following example explains the individual elements of a typical correction.

| Chart number | Chart edition  | Edition date                | Last Local Notice to Mariners   | Reference datum | Source Agency of correction | Current Notice to Mariners |
|--------------|--|-----------------------------|---|-----------------|-----------------------------|----------------------------|
| 14922        | 17th ed.<br>MANTOWOC AND SHEBOYGAN HARBORS<br>Change | 4/25/92                     | Last LNM 12/93<br>Manitowoc South Breakwater Light to "3" Fl G 2.5s, 37ft 8 StM | NAD 83          | (CGD9)<br>44-05-29.00N      | 17/93<br>087-38-37.00W     |
|              | Corrective action                                    | Object of corrective action |   |                 | Position                    |                            |

The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart only. (Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000° true. Bearings of light sectors are toward the light from lakeward. NONE.

### V. ADVANCE NOTICE OF CHANGES TO AIDS TO NAVIGATION

#### Upper Niagara River – Grand Isle Range Lights – Charts 14822 and 14832

The Coast Guard will be changing the Grand Island Range Lights LLNR's 3075 and 3080 to a Precision Direction Light. The change will involve disestablishing Grand Island Rear Range Light LLNR 3080, installing a Green/White/Red Sector light on Grand Island Front Range Light LLNR 3075 and renaming the Light; Grand Island Precision Sector Light. The white sector will indicate the center of the channel and the colored sectors will correspond to the red and green sides of the channel. [31/03]

#### Lake Erie – Upper Niagara River – Chart 14832

The following buoy has been replaced with unlighted buoy from 07 December to May 07:

##### **Strawberry Island Cut Lighted Buoy 1 (LLNR 2985)**

The following buoys have been changed from seasonal to annual and will remain on station all year:

##### **Strawberry Island Cut buoy 14 (LLNR 3090)**

##### **Strawberry Island Cut buoy 18 (LLNR 3110)**

##### **Tonowanda Channel buoy 21 (LLNR 3140) [53/04]**

### VI. PROPOSED CHANGES IN AIDS TO NAVIGATION

#### Lake Erie – Islands in Lake Erie – Perry Memorial Monument Light – Chart 14844

The Coast Guard is proposing to discontinue the navigations light Iso W 6s on Perry Memorial Monument Light (LLNR 5670). Aid will remain flood lighted with aircraft warning lights and fixed white lights on the observation platform. [50/04]

#### Lake Erie – South Shore of Lake Erie – Chart 14842

The Coast Guard is proposing to...

|              |   |
|--------------|---|
| Disestablish | Sandusky Bay Channel Buoy 1 (LLNR 5035)                                       |
|              | Sandusky Bay Channel Buoy 5 (LLNR 5050)                                       |
|              | Sandusky Bay Channel Buoy 6 (LLNR 5055)                                       |
|              | Sandusky Bay Channel Buoy 7 (LLNR 5060)                                       |
|              | Muddy Creek Buoy 10 (LLNR 5075)   |
|              | Muddy Creek Buoy 11 (LLNR 5080)   |
|              | Sandusky Bay Channel Buoy 16 (LLNR 5097)                                      |
|              | Sandusky Bay Channel Buoy 19 (LLNR 5105)                                      |
|              | Sandusky Bay Channel Buoy 22 (LLNR 5111)                                      |
|              | Sandusky Bay Channel Buoy 25 (LLNR 5125)                                      |
| Change       | Sandusky Bay Channel Buoy 3 (LLNR 5040) to Muddy Creek Bay Buoy 1 (LLNR 5035) |
|              | Sandusky Bay Channel Buoy 4 (LLNR 5045) to Muddy Creek Bay Buoy 2 (LLNR 5040) |
| Rename       | Muddy Creek Buoy 8 (LLNR 5065) to Muddy Creek Bay Buoy 6 (LLNR 5060)          |
|              | Muddy Creek Buoy 9 (LLNR 5070) to Muddy Creek Bay Buoy 9 (LLNR 5075) [45/04]  |

#### Lake Huron – Harbor Beach – Chart 14860

Change the following buoys from private to federal Aids to Navigation and maintained from Apr 1 to Dec 1.

**Harbor Beach Marina buoy 1 (LLNR 10195) will be lighted with Fl G 4s**

**Harbor Beach Marina buoy 3 (LLNR 10200) will remain unlighted** [53/04]

**Lake Huron – Considered Disestablishment – Chart 14864**

The Coast Guard is considering disestablishment of Sturgeon Point Light (LLNR 11345). The Lighthouse and associated building will be transferred under the National Historic Lighthouse Preservation Act. [37/04]

**Lake Huron - Harbor Beach Light, On-Demand Fog Signal - Chart 14862**

The Coast Guard is proposing to solarize and install an on-demand fog signal system in Harbor Beach Light (LLNR 10130). Energize the fog signal by keying VHF microphone on channel 79 five times. The changes would occur in May 2005. [45/04]

**Lake Michigan – Muskegon Lake – Chart 14934**

MUSKEGON S BKW LIGHT (LLNR 18705) reduce light range from 7 to 5 miles. Energize the fog signal by keying VHF microphone on channel 79 five times. The changes would occur in May 2005. [49/04]

**Lake Superior – Keweenaw Waterway – Chart 14972**

Change the following buoy from unlighted to lighted Fl G 4s 3 mile range:

**Keweenaw Waterway buoy 51 (LLNR 15030)** [53/04]

*For any comments or questions on these proposed changes please contact BMCS Sharp of the Ninth District Aids to Navigation office at (216) 902-6067.*

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## **VII. GENERAL NOTICES**

**LAKE ERIE – Erie Harbor – Waterways Analysis and Management System Study – Chart 14835**

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Erie Harbor Waterway. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commanding Officer

**USCGC Hollyhock (WLB-214)**

P. O. Box 610786

Foot of Lincoln Ave.

Port Huron, MI 48061-0786

Phone: (810) 982-2684 [37/04]

**DETROIT RIVER – East and West Channel – Waterways Analysis and Management System Study – Chart 14848**

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Detroit River East and West Channel Waterways. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commander

**USCGC Bristol Bay (WTGB 102)**

110 Mt. Elliot Ave.

Detroit, MI 48204-4380

ATTN: LTJG Jim Hiltz

Phone: (313) 568-9548 [37/04]

**LAKE HURON – Alpena Harbor – Waterways Analysis and Management System Study – Chart 14864**

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Alpena Harbor Waterway. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commanding Officer

**USCGC Acacia (WLB-406)**

109 Bridge Park Drive

Charlevoix, MI 49720-9999

Phone: (231) 547-4447 [37/04]

**LAKE MICHIGAN – Calumet, Indiana, and Chicago Harbor – Waterways Analysis and Management System Study – Chart 14928 and 14929**

The Coast Guard is conducting a Waterways Analysis and Management System (WAMS) study of the Calumet, Indiana and Chicago Harbor Waterways. The study focuses on the area's aids to navigation system, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routine and emergency communication capabilities, and future development projects. Any company or individual wishing to provide comments or participate in a user survey should contact:

Commander

**U. S. Coast Guard Group**

2420 South Lincoln Memorial Dr.

Milwaukee, WI 53207-1997

ATTN: ATON Officer

Phone: (414) 747-7188 [37/04]

**SUMMARY OF DREDGING/CONSTRUCTION OPERATIONS IN EFFECT**

The LNM column is where the entry originally appeared and where detailed information may be obtained. The dates listed for completions are tentative.

| Location                           | LNM         | Subject                                  | Hours / Days          | Until           |
|------------------------------------|-------------|--|-----------------------|-----------------|
| <b><u>NEW YORK STATE CANAL</u></b> |             |  |                       |                 |
| Oriskany to Utica, NY              | 34/03       | CANAL WAY TRAIL SYSTEM                   | 0700-1700/ MON - FRI  | 31 DEC 04       |
| <b><u>LAKE ONTARIO</u></b>         |             |  |                       |                 |
| Rochester, NY                      | 41/03,25/04 | BRIDGE CONSTRUCTION                      | 0700-1630/ MON - FRI  | 2004 NAV SEASON |
| Irondequoit Bay, NY                | 45/04       | BRIDGE CLOSURE                           | VARIOUS               | 31 MAR 05       |
| <b><u>LAKE ERIE</u></b>            |             |  |                       |                 |
| Buffalo Harbor, NY                 | 41/03       | BRIDGE MAINTENANCE                       | 24 HRS/ 7 DAYS A WK   | 2004 NAV SEASON |
| Cleveland, OH                      | 14/03,17/04 | PILE DRIVING, EXCAVATION, ETC.           | 24 HRS/ 7 DAYS A WK   | DEC 04          |
| Cleveland Harbor, OH               | 12/04       | PILE DRIVING, EXCAVATION, PIPE INSTALL   | 24 HRS/ 7 DAYS A WK   | 31 DEC 04       |
| Lorain Harbor, OH                  | 34/03       | WEST PIER REHABILITATION                 | DAWN-DUSK/ MON - FRI  | 31 DEC 04       |
| Toledo, OH                         | 41/03       | BRIDGE CONSTRUCTION                      | 24 HRS/ 7 DAYS A WK   | 2004 NAV SEASON |
| Cleveland, OH                      | 34/04       | DREDGING                                 | VARIOUS               | 03 JUN 07       |
| Erie Harbor, PA                    | 37/04       | WAMS ANALYSIS                            | VARIOUS               | TBD             |
| Black Rock Lock, NY                | 39/04       | DREDGING                                 | VARIOUS               | TBD             |
| Toledo, OH                         | 43/04       | BASCULE REPLACEMENT                      | VARIOUS               | 07 MAR 05       |
| Maumee River, OH                   | 43/04,45/04 | BRIDGE CLOSURE                           | VARIOUS               | 07 MAR 05       |
| Buffalo Harbor, NY                 | 28,35,47/04 | BRIDGE MAINTENANCE                       | VARIOUS               | 31 JUL 05       |
| Maumee River, OH                   | 48/04       | BRIDGE CLOSURE FOR REHABILITATION        | VARIOUS               | 07 MAR 05       |
| Ashtabula Harbor, OH               | 49/04       | WINTER BRIDGE OPERATING SCHEDULE         | VARIOUS               | 01 APR 05       |
| Maumee River, OH                   | 49/04       | BRIDGE CLOSURE FOR REHABILITATION        | VARIOUS               | 07 FEB 05       |
| Cuyahoga River, OH                 | 52/04       | SCHEDULED BRIDGE MAINTENANCE             | VARIOUS               | 13 FEB 05       |
| Cleveland Harbor, OH               | 53/04       | WINTER BRIDGE OPERATING SCHEDULE         | VARIOUS               | 14 MAR 05       |
| <b><u>DETROIT RIVER</u></b>        |             |  |                       |                 |
| Fleming Channel, MI                | 25/04       | BARGE OPERATIONS                         | 24 HRS/ 7 DAYS A WK   | TBD             |
| East and West Channel              | 37/04       | WAMS ANALYSIS                            | VARIOUS               | TBD             |
| <b><u>ST CLAIR RIVER</u></b>       |             |  |                       |                 |
| Pine River, MI                     | 44/04,45/04 | SUBMARINE CABLE REPLACEMENT              | 0700-1700/MON-SAT     | 15 MAR 05       |
| St. Clair Shores, MI               | 47/04       | DREDGING AND TRANSPORT OF DREDGED SPOILS | 0700-1800/MON-SAT     | 31 DEC 04       |
| <b><u>LAKE HURON</u></b>           |             |  |                       |                 |
| Alpena Harbor, MI                  | 37/04       | WAMS ANALYSIS                            | VARIOUS               | TBD             |
| <b><u>LAKE MICHIGAN</u></b>        |             |  |                       |                 |
| Manistee Harbor, MI                | 35/04       | BRIDGE MAINTENANCE AND CLOSURE           | 24 HRS/ 7 DAYS A WK   | 30 APR 05       |
| Beaver Island, MI                  | 40/04       | MOORING FACILITY RENOVATIONS             | 0700-1900/7 DAYS A WK | 31 DEC 04       |
| St. Joseph River, MI               | 43/04       | REHABILITATION UPGRADES                  | VARIOUS               | 15 MAR 06       |
| Indiana Harbor, IN                 | 28/04       | REPORTED OBSTRUCTION                     | 24 HRS/ 7 DAYS A WK   | TBD             |
| Milwaukee Harbor, WI               | 43/04       | WINTER BRIDGE OPERATING SCHEDULE         | VARIOUS               | 01 APR 05       |
| Milwaukee Harbor, WI               | 41/03       | BRIDGE DEMOLITION AND CONSTRUCTION       | 0600-0800/ MON – FRI  | 2004 NAV SEASON |
| Green Bay Harbor, WI               | 47/04       | WINTER BRIDGE OPERATING SCHEDULE         | VARIOUS               | 01 APR 05       |
| Calumet Harbor, IL                 | 48/04       | BRIDGE DEMOLITION                        | 0700-1530/ MON – FRI  | 24 DEC 04       |
| Green Bay, WI                      | 49/04       | MECHANICAL DREDGING                      | 24 HRS/ 7 DAYS A WK   | 31 DEC 04       |
| Green Bay Harbor, WI               | 49/04       | WINTER BRIDGE OPERATING SCHEDULE         | VARIOUS               | 01 APR 05       |
| Chicago Harbor, IL                 | 50/04       | BRIDGE CLOSURES SCHEDULED MAINTENANCE    | VARIOUS               | 31 MAR 05       |
| Chicago Harbor, IL                 | 22/04,51/04 | BRIDGE MAINTENANCE                       | 0700-1630/ MON – FRI  | 15 MAR 05       |
| St. Joseph River, MI               | 52/04       | WINTER OPERATING SCHEDULE                | VARIOUS               | 28 FEB 05       |
| <b><u>ST. MARY'S RIVER</u></b>     |             |  |                       |                 |
| Sault Ste Marie Locks, MN          | ,51/04      | BRIDGE CLOSURE FOR WINTER SEASON         | 24 HRS/ 7 DAYS A WK   | Spring 2005     |
| <b><u>LAKE SUPERIOR</u></b>        |             |  |                       |                 |
| Straits of Mackinac                | 21/04       | BRIDGE MAINTENANCE - PAINTING            | VARIOUS               | DEC 06          |

**VIII. LIGHT LIST CORRECTIONS, VOL VII, GREAT LAKES**

(\* Denotes the column in which a correction has been made or new information added.)

| (1)<br>No. | (2)<br>Name and location | (3)<br>Position | (4)<br>Characteristic | (5)<br>Height | (6)<br>Range | (7)<br>Structure | (8)<br>Remarks |
|------------|--------------------------|-----------------|-----------------------|---------------|--------------|------------------|----------------|
|------------|--------------------------|-----------------|-----------------------|---------------|--------------|------------------|----------------|

NONE.

**IX. ENCLOSURES**

- (1) Change No. 21 to the U.S. Coast Pilot 6, Great Lakes 2004 34th Edition.
- (2) Dry Cargo Residue Discharges in the Great Lakes

R J. PAPP, JR  
Rear Admiral, U. S. Coast Guard  
Commander, Ninth Coast Guard District

Page 269-Paragraph 600, lines 8-15; read:  
**341.5°** lighted range. Lights mark the outer end of the jetty, the W side of the creek mouth, and the SW corner of the diked disposal area. In June 2003-May 2004, the controlling depths were 5.5 feet in the entrance and through the mouth of the creek for about 0.7 mile (except for shoaling to 1.1 feet along the W side of the entrance channel near the end of the W jetty), thence 3.3 feet to the head of the project.  
(DDs 5245-46; DDs 4367-70; NOS 14846)

Page 318-Paragraph 54, lines 5-8; read:  
breakwaters. In June 2004, the controlling depths were 5.3 feet (7.1 feet at midchannel) in the entrance channel to the basin, thence 7 to 8 feet in the basin (except for lesser depths to 5.7 feet along the E edge.)  
(DD 5282)

Page 321-Paragraph 88, lines 5-10; read:  
breakwaters are marked by lights. In June 2004, the controlling depths were 10.2 feet (11.1 feet at midchannel) in the entrance channel to the basin, thence depths of 8 to 10 feet were available in the N half of the basin and 3 to 6 feet in the S half of the basin (except for shoaling to 1.4 feet in the S corner.) A depth of 5 feet could be carried to the W pier at the mouth of ...  
(DD 5291)

Page 322-Paragraph 103, lines 7-13; read:  
and a private **113.5°** lighted range. In June 2004, the controlling depth was 4.2 feet in the entrance and through the mouth of the river to the head of the project.  
(DDs 5298-99)

Page 330-Paragraph 194, lines 5-8; read:  
signal is at the N light. In June 2004, the controlling depths were 5.3 feet in the entrance channel and between the piers to the boat ramp on the S side of the channel, thence 4 feet to the bridge (except for lesser depths to 3 feet along the N edge of the channel.)  
(DD 5295)

Page 331-Paragraph 209, lines 1-3; read:  
In October 2004, the controlling depth were 3.3 feet in the right half and 8.6 feet in the left half of the entrance channel to the basin, thence depths of 9 to 10 feet were ...  
(DD 5817)

Page 336-Paragraph 278, lines 3-8; read:

Point. The harbor basin, protected by two detached breakwaters, is entered through a dredged channel from the NW. In May 2004, the controlling depth was 7.6 feet in the entrance channel, thence depths of 9 to 10 feet were available in the basin (except for lesser depths to 7 feet in the SW corner.) A mooring ...  
(DD 5192)

Page 363-Paragraph 185, lines 4-5; read:  
the lake. The pierheads are marked by lights. In June 2004, the controlling depth was 7 feet in the entrance ...  
(DD 5257)



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DEPARTMENT OF HOMELAND SECURITY

33 CFR Part 151

[USCG-2004-19621]

RIN 1625-AA89

Dry Cargo Residue Discharges in the Great Lakes

AGENCY: Coast Guard, DHS.

ACTION: Advanced notice of proposed rulemaking; request for information.  
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**SUMMARY:** The Coast Guard announces that it has begun a rulemaking Project for the regulation of non-hazardous and non-toxic dry cargo residue discharges by vessels operating on the Great Lakes. As part of the rulemaking project, the Coast Guard will conduct an environmental assessment. In order to conduct this environmental assessment, the Coast Guard intends to determine the current status of dry cargo operations on the Great Lakes. The Coast Guard requests information in response to any of these matters.

**DATES:** All relevant information and related material must reach the Docket Management Facility on or before March 28, 2005.

**ADDRESSES:** You may submit comments identified by Coast Guard docket number USCG-2004-19621 to the Docket Management Facility at the U.S. Department of Transportation. To avoid duplication, please use only one of the following methods:

- (1) Web Site: <http://dms.dot.gov>.
- (2) Mail: Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Washington, DC 20590-0001.
- (3) Fax: 202-493-2251.
- (4) Delivery: Room PL-401 on the Plaza level of the Nassif Building, 400 Seventh Street SW., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The telephone number is 202-366-9329.

**FOR FURTHER INFORMATION CONTACT:** Lieutenant Commander Mary Sohlberg, U.S. Coast Guard, Environmental Standards Division, telephone: 202-267-0713, e-mail: [msohlberg@comdt.uscg.mil](mailto:msohlberg@comdt.uscg.mil). If you have questions on viewing the docket, call Andrea M. Jenkins, Program Manager, Docket Operations, telephone: 202-366-0271.

**SUPPLEMENTARY INFORMATION:**

**Background and Purpose**

In a related non-rulemaking docket (USCG-2003-16814), the Coast Guard previously published two notices on the subject of non-hazardous and non-toxic dry cargo residue discharges by vessels operating on the Great Lakes ("dry cargo discharges"; see 69 FR 57711, Sep. 27, 2004; 69 FR 1994, Jan. 13, 2004). At present, some incidental dry cargo discharges are allowed under the Coast Guard's Interim Enforcement Policy (IEP), which the Coast Guard and Maritime Transportation Act of 2004 ("the Act") continues until September 30, 2008. Unless we issue new regulations in accordance with the rulemaking authority provided by the Act, those discharges will be prohibited after September 30, 2008.

The Act requires the Coast Guard to begin a regulatory environmental assessment not later than November 7, 2004. We met that requirement on September 29, 2004.

A first step in the environmental assessment is to collect and examine information on current dry cargo residue discharge operations in the Great Lakes. We will compare that information to the "Study of Dry Cargo Residue in the Great Lakes" that we compiled in 2000, which is docketed in USCG-2003-16814. This will allow us to see if the 2000 data are still valid or if dry cargo residue discharge operations on the Great Lakes have changed, and if any trends can be discerned.

The information we want to collect includes what types of vessels engage in cargo residue discharge, where they discharge, what they discharge, how they discharge, and how much they discharge. We expect to complete this study during the summer of 2005, and complete the rulemaking before the IEP expires in 2008. Therefore, we ask that you provide any relevant information on dry cargo residue discharges in the Great Lakes (see DATES).

Once we have collected and reviewed information regarding dry cargo residue discharges in the Great Lakes, we will formulate a proposed regulatory action and alternatives for an environmental assessment. Under the environmental assessment, we presently plan to focus primarily on toxicity data to make sure any residue discharges we might allow are neither hazardous nor toxic, and assess the environmental impact of allowing some incidental discharges to continue.

Under the National Environmental Policy Act, the Coast Guard has initiated an environmental assessment in which we will consider alternative courses of action, including a "no action" alternative, which in this case means declining to issue a regulation and letting the policy expire, thus prohibiting incidental discharges of dry cargo residues. Other alternatives might include continuing the current policy, or modifying it as to the quantities or locations of incidental discharges, or engineering alternatives. We welcome any suggestions you may have on what alternatives we should consider.

We will continue to issue additional Federal Register notices to keep you informed and to invite your continued participation, as we proceed with the environmental assessment and regulatory processes.

**Request for Information**

We ask that you submit your comments, or other relevant information, on dry cargo residue discharges in the Great Lakes. As discussed in "Background and Purpose", we are particularly interested in information that will help us determine what types of vessels perform these discharges, where they discharge, what they discharge, and how much they discharge. We will consider all comments and information received during the comment period.

**Submissions should include:**

Docket number USCG-2004-19621.

Your name and address.

Your reasons for making each comment or for bringing information to our attention. Submit comments or material using only one of the following methods:

Electronic submission to the Docket Management Facility's Docket Management System (DMS) (<http://dms.dot.gov>).

Fax, mail, or hand delivery to the Docket Management Facility (see ADDRESSES). Faxed or hand delivered submissions must be unbound, no larger than 8 1/2 by 11 inches, and suitable for copying and electronic scanning. If you mail your submission and want to know when it reaches the Facility, include a stamped, self-addressed postcard or envelope.

Regardless of the method used for submitting comments or material, all submissions will be posted, without change, to the DMS Web site (<http://dms.dot.gov>), and will include any personal information you provide. Therefore, submitting this information makes it public. You may wish to read the Privacy Act notice that is available on the DMS Web site, or the Department of Transportation Privacy Act Statement that appeared in the Federal Register on April 11, 2000 (65 FR 19477).

You may view docket submissions in person, at the Docket Management Facility (see ADDRESSES), or electronically on the DMS Web site.

Dated: December 13, 2004.

Joseph J. Angelo,  
Director of Standards, Marine Safety, Security & Environmental  
Protection.

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